

Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)  
Final Negative Declaration/Final Environmental Assessment

COMMENT SHEET #9

## Comment Sheet

Route 101 Widening  
Public Hearing  
Santa Rosa Jr. High School  
Wednesday, November 18, 1998

Name: PAUL OGASAWARA Organization: CITIZEN

Address: 7099 BAKER LANE SEBCA Zip Code 95472

Phone/Fax/E-mail: (707) 823-8881

Please print.

I THINK THE SONOMA COUNTY TRANSIT  
AUTHORITY NEEDS TO IMMEDIATELY  
RECONSIDER THE 101 WIDENING PROJECT  
BETWEEN 12 + WILFRED AVE. THE FUNDS  
WOULD BE BETTER SPENT WIDENING THE  
BOTTLENECKS AT HWY 12. ALSO, LENGTHEN  
SPECIFIC ON RAMP AND CREATE NEW  
ON RAMP AND OFF RAMP WHICH WILL  
RELIEVE CONGESTION. THE SCTA IS  
WASTING OUR MONEY DIRECTING FUNDS  
TOWARD A PROJECT THAT IS TOTALLY  
UNNECESSARY. THEY NEED TO BE HELD  
ACCOUNTABLE. THE CALTRANS PEOPLE  
STATE THAT THEY DO NOT DECIDE WHERE  
TO BUILD, ONLY THE SCTA. TRAFFIC  
CONGESTION THROUGH SANTA ROSA WILL  
BE SOLVED ONLY BY STOPPING THIS PROJECT  
AND REDIRECTING FUNDS AND ENERGY  
TO WHERE IT IS NEEDED.

A

B

C

PLEASE PLACE THIS IN THE COMMENT BOX TONIGHT OR MAIL TO:  
Caltrans Public Information, P.O. Box 23660, Oakland, CA 94623-0660

April 2000

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**Response #9 – Comment Sheet  
Paul Ogasawara**

Comment Number	Response
9-A	<p>This project proposes that Route 101 be widened from four lanes to six lanes from north of the Wilfred Avenue Interchange to Route 12 to reduce congestion. According to a number of reports completed for this corridor (including the Major Investment Study completed by Caltrans in September of 1997, and the joint Sonoma County Transportation Authority/Marin Countywide Planning Agency Sonoma/Marin Multi-Modal Transportation and Land Use Study completed by Calthorpe Associates et. al.) preferred projects planned for this locale must meet certain criteria. These include but are not limited to:</p> <ul style="list-style-type: none"><li>• Maximizing the effectiveness of transportation investments</li><li>• Maximizing the mobility for North Bay residents</li><li>• Improving movement of commercial goods</li><li>• Maximizing access to State and Federal funding</li><li>• Complementing existing land use plans</li><li>• Building on existing Transportation systems and</li><li>• Anticipating and complementing long range growth within the North Bay.</li></ul> <p>Specifically, this proposed project is considered so integral and necessary for this corridor that it is one of the principal transportation elements consistently chosen to address the considerable transportation problems of the North Bay.</p>
9-B	<p>Ramp metering signals as well as an additional lane for HOV vehicles are proposed for all of the on-ramps. Caltrans District 4 policy is to place meters on all freeway on-ramps. Local streets within the interchange areas will need to be modified to provide additional capacity and storage for on-ramp traffic.</p>
9-C	<p>See Section 2.4.1 in this environmental document for a more complete discussion of transportation funding in the Bay Area.</p>